

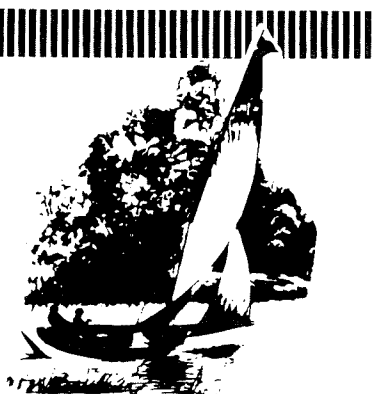
messing about in BOATS

Twice a Month!

Volume 5 ~ Number 5

July 15, 1987





messing about in BOATS

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lowing: John Thompson's 12' mini-
mal cruiser; Cherub 23, a steel
hulled cruising sloop by Weston
Farmer; How to build a two-piece
steel sliding seat boat (1942 vint-
age); Bill Menger's 17' cruising
catboat; The new Fox Island One
Design; Scupper, a novel sea kay-
ak; saving a 1907 Winter Harbor
21; A 20' sharpie for Boston har-
bor; a True Rocket abuilding; a
week on the job in a small boat
shop. It remains to be seen what
will make it, at this time of year
new happenings arise every week.

On the Cover...

Bob LaVertue gets his Bill
Clements built, enlarged (to 18')
sailing canoe moving in a fresh
breeze at the Mystic Seaport Small
Craft Weekend. Lots more photos in
this issue.

Commentary

In this issue are two longish
features on a couple of small boat
meets we attended in early June.
On the 6th and 7th we went to the
Small Craft Weekend at Mystic Sea-
port. On the 13th and 14th we
headed north to L.L. Bean's Maine
Canoe Symposium at Bridgeton, ME.
While both meets offer opportunity
to try out a variety of boats, we
brought along our Folbot double
kayak for personal on-the-water
transport and it fit in okay.

By its announced nature, the
Canoe Symposium was more restrict-
ed as to the sorts of boats that
would put in an appearance. They
would be canoes. The Small Craft
Meet, while much broader gauge in
concept, tends to focus on "tradi-
tional" small craft in keeping with
the Seaport's focus as a mid-1800's
waterfront village with appropriate
boats.

Yet, at both meets, there were
boats being paddled, sailed and
rowed. Yes, sailing canoes were
part of the Maine affair, as was a
strip-built canoe fitted out with a
sliding seat rowing rig. This
clearly illustrated how blurred the
distinctions can get between vari-
ous small boats. It seems whatever
the type, someone will find a way
to propel it by sail, oar or paddle.

"Canoes" came in a variety of
forms and materials. Several types
of plastic, including fiberglass,
ABS and rotomolded polyethylene;
aluminum; wood/epoxy strip, wood
lapstrake, canvas covered wood;
and PVC covered aluminum space
frame. As small as 10', as large as
18'. Mostly open to the gunwales,
but some decked and with cockpits
remarkably like kayaks. A canvas
covered "traditional canoe fitted for
sailing, and a decked, wider
beamed canoe more resembling a
double ended sailboat. While most
of them would be recognized by the
non-boating public as "canoes", all
would not so easily be typecast.

"Small Craft" were too diverse
to discuss in detail here, I do list
the 60 or so boats at the Mystic
meet in that report, subdivided in-
to paddle, oar, sail and motor
powered. Amongst the paddle types
were those known as "canoes", like
the Herreshoff double paddle canoe
which today is viewed as a kayak.
The most canoe appearing canoe was
an 18' Vesper type sailing canoe.
While the Mystic meet is tradition-
ally oriented, there were some
plastic boats there, fiberglass kay-

aks and double paddle canoes, a
cold molded wood/epoxy duckboat.
A few larger boats (up to about
35') slipped into the "small" cate-
gory somehow.

You'd think, if you were not a
boat nut, that it would be pretty
simple and kind of boring to con-
template a boat to be paddled or
rowed. Or sailed, even. I mean, a
paddle's a paddle, an oar's an oar,
etc. Yet, variety continues with
paddles both single and double
bladed with two quite different
techniques for use. Double paddles
might be feathered or non-feathered
(blades angled to one another or
not). Single paddles can be short
with broad blades, long with
narrow blades, or with straight or
bent shafts. Or double bent shafts.
And oars. Traditional flat bladed
types used in oarlocks, or long
slender sorts fitted into outriggers
part of a sliding seat setup. Flat
blades, or curved "spoon" blades.
Wooden thole pins as fulcrums, or
yoke or full circle oarlocks, or ad-
justable angle outrigger oarlocks.

Sail rigs. Oh, dear. Even
with just two sailing canoes in
Maine, they had different rigs, a
triangular marconi rig on the tra-
ditional canoe and a high aspect
ratio fully battened foil on the
decked speedster. At Mystic, the
variety was seemingly endless,
with traditional sprit rigs predomi-
nating, but gaffers, wishbone
boomed legs-o-mutton, a sleeved
high aspect ratio marconi, conven-
tional marconi, lateen, dipping
lug, standing lug, etc.

All this rambling on is about
how nice it is that small boats are
so diverse, even within as specific
a category as "canoe". How deadly
canoeing would be if they were all
whomped out in some plastic mold
to one style, (maybe a choice of
lengths). How boring rowing would
become if it was all done in stand-
ard recreational shells of uniform
style. Everybody sailing about in
standard plastic dinghys of maybe
14', daysailers of 18' and cruisers
of 24', would become a yawn.

No danger. Too many indivi-
duals have applied their own ideas
to what small boats should be, over
a century or more. And they're
still doing it today. "Let's see
now, I kinda like this one, but
maybe we could add one more strake
for more freeboard, perhaps a small
cuddy, maybe rake the mast forward
some, try a . . ."

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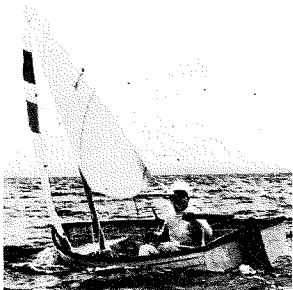
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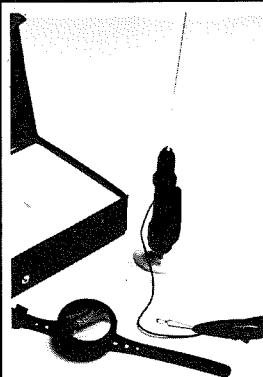
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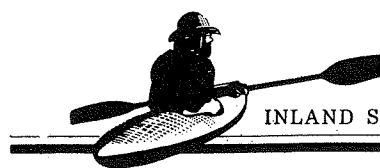
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"There's not enough FOCUS to this event," one of the canoe builders told me at the Maine Canoe Symposium on Moose Pond in Bridgeton, ME. Organized by L.L. Bean, this second year effort at bringing together all aspects of canoeing for a weekend of enjoyment and education was indeed not highly focussed.

"Right, that's just the idea," responded organizer Mike Perry when I passed on this remark to him later. "We wanted all the different aspects of canoeing to come together for better understanding and dissemination of information to interested paddlers, experienced or beginner."

That's why I went again, for this little magazine is not highly FOCUSED on some narrow specialty of enjoying boats either. The point of the tradesman is that he wants lots of attention on his particular product, and calls that FOCUS.

It was a reasonably good weekend for weather, Saturday showers periodically passed over, Sunday cleared off nicely. The famous Maine woods bugs were scant. 250 canoe people turned up, a full house, and had the opportunity to take in a wide variety of lectures, demonstrations and hands-on try-outs on the water. A number of canoes were available from different manufacturers for on-the-water try-outs. Saturday evening's programs were superb. The Camp Winona cooking staff put on a super Maine Woods Barbeque; Mike Galt's Lotus Canoe Team presented a delightful display of freestyle paddling on the waterfront by the barbeque; and an enormously rewarding program was provided by Bill Mason, an artist and cinematographer who has captured the elusive romance of canoeing on film and in words like few can. His series of film clips from various of his films ranged from beauty through thrills to high good humor, with incredible visions on the screen accompanied by good humored commentary. The packed hall gave this man a thunderous ovation at the conclusion of his presentation. I'm no canoeist, but I have seldom been so completely enchanted with a boating program.

Take a look at this list of programs, no better way to truly grasp what Mike Perry had arranged:

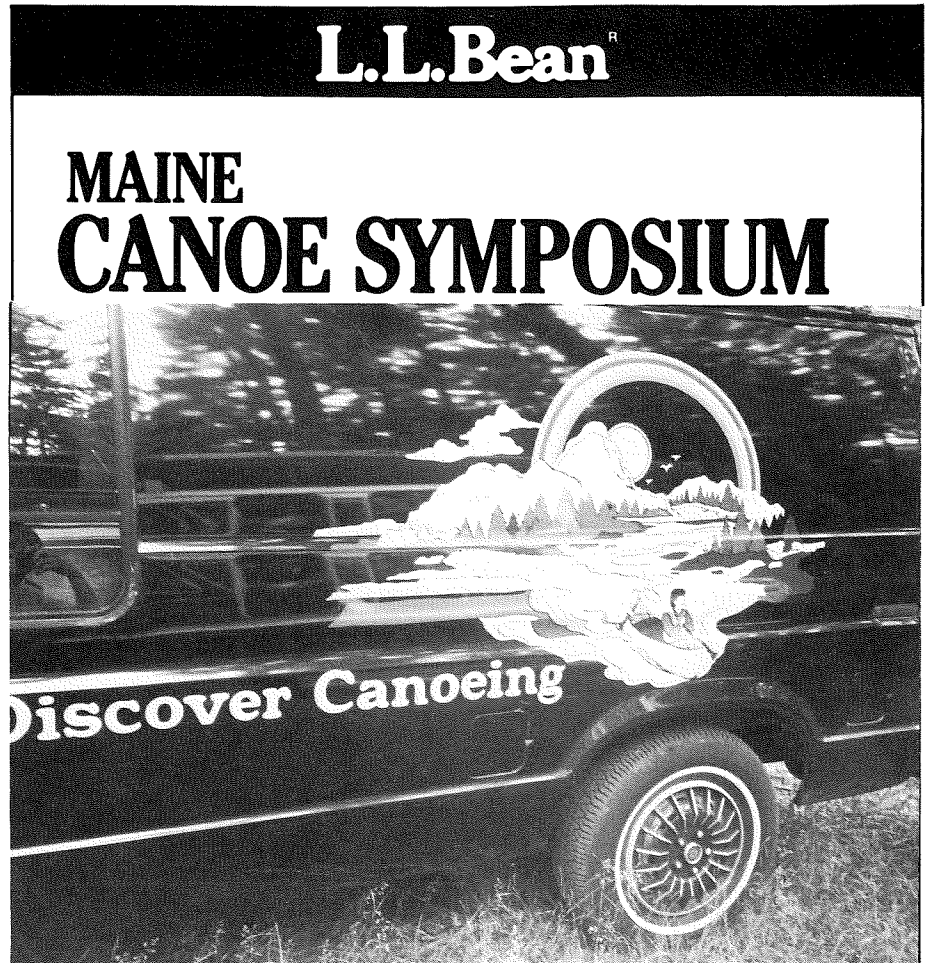
TECHNIQUES:

Paddling Strokes with Peggy and Dave Mitchell, paddle builders, former world class competitors and coaches.

Running Whitewater with Ken Stone, formerly a national champion and coach.

Poling with Harry Rock, national poling champion.

Quiet Water Styles, free styling, solo sit 'n switch, etc. with Mike Galt, "father of freestyle technique" and Harry Roberts, de-



Bill Zeller's van spreads the good word.

signer and editor of the new CANOESPORT publication.

White Water Rating with Don Otey.

Sailing with Jim Bowman.

EXPEDITIONS:

Planning and Getting Underway with the Peake brothers, Mike, Geoffrey and Sean, noted sub-arctic adventurers.

Northwoods Style, canoe loading, paddling style, camp cooking, with Alexandra and Garrett Conover, licensed Maine Guides of Northwoods Ways.

BUILDING & REPAIR:

Strip Building with Rob Lincoln of RKL Boats, a leader in this technique.

The Maine Guide Canoe, traditional wood/canvas building with Jerry Stelmok, builder of the famed E.M. White Maine Guide Canoes.

Plastic Canoe Repair with Steve Krautkremer.

TRIP ORGANIZING:

Solo Tripping with Harry Roberts.

Cartopping & Basic Knots with Dwight Lander.

Fly Fishing with Dwight Lander.

Family Camping with Judy Harrison.

SAFETY & HEALTH:

Wilderness Medicine with Peter Gott.

Hypothermia with Peter Gott.
Rescue Ropes with Kent Ford
Open Water Rescue with Kent Ford & Bart Hawthaway.

EQUIPMENT:

Canoe Selection with Tom & Sue Sebring, former tech editor for CANOE magazine.

Choosing Lightweight Gear with Tom & Sue Sebring.

INSPIRATION:

Wilderness Canoe Film Clips with Bill "Waterwalker" Mason.

Freestyle Paddling with Mike Galt & the Lotus Canoe Team.

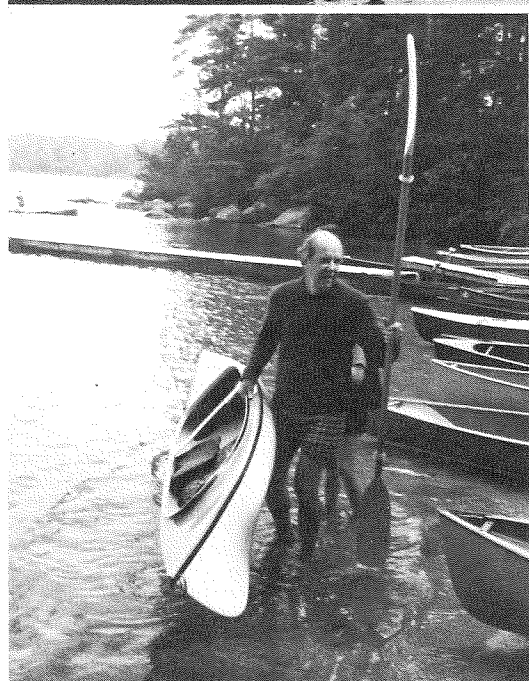
Maine Woods Barbeque by The Camp Winona cooking staff.

Well, you can see that L.L. Bean doesn't stint on going first class. While I am not a canoeist I still found much of interest in all of this, and I'll talk about some of those subjects in this report.

Top: Extra long Maine Guide paddle enables standing while paddling. Geoff Burke paddled in with his gorgeous lapstrake double paddle canoe.

Middle: Freestyling and poling, different ways to play.

Bottom: Bart Hawthaway offered guidance to newcomers trying out boats. Harry Rock, poling champion, watches the future learning how.





Singles couple doing their freestyle demonstration.

The Father of Freestyle

Last year in my report on this canoe symposium, I introduced Mike Galt as a controversial Florida canoe designer/builder whose outspoken, loud and often, opinions have not endeared him to more conventional canoe folks. Galt's remark about typical canoes being offered today as efforts at "redesigning the Mack Truck to make a sports car" irritate those with the Mack Trucks. So it was very interesting to watch, at one point, one of Galt's Lotus Canoe team paddlers take the Conover's E.M. White Maine Guide canoe out and do the free style paddling thing, very gracefully and easily, despite the 18', the 75 pounds and the wood/canvas construction of this "Mack Truck" of the Maine north woods.

"Oh, that E.M. White design is exquisite," Mike replied to me when I called this to his attention. "A delightful canoe". He then hastened to point out other, not so delightful, canoes. I had to admit, some of them looked big and tall and bulky and awkward.

Mike uses words like "exquisite" a lot. He's into paddling as an art form. Well, he also backs up his words. His canoes are lovely to look at, nicely made, graceful lines. Plastic, yes, but well made plastic. Light and responsive. Yes, so responsive that I'd probably tip right over were I to try one. And he brought up from Florida a team of people to give us all a display of what he means. The freestyle demonstration following the Saturday evening barbeque was great after-dinner entertainment. It resembled the structured gracefulness of ice dancers on skates or swimming ballets. The solo maneuvering of the canoe with a variety of paddle strokes is one thing, but doubling up the boats, and then the paddlers in each, introduces much more complexity into it all. It was a nice effort and well received.

Lotus Canoe's brochure starts right off aggressively. "Many canoes are poorly designed. Most canoes are not designed at all. The EGRET (one model Lotus) was designed by America's premier canoe

designer, for himself". It's this arrogance that appears to upset those who do not share in Galt's view of canoeing. Galt doesn't appear in the least fazed by this hostility. There is this very highly developed polarization amongst canoeists who adhere to various quasi-religious beliefs about what is the "right" and "only" way to do canoeing. Much of it is lower key, standoffishness, but not when Mike Galt is involved.

I have no way to evaluate the merits of this man's ideas, nor can I sift through the opinions I've heard about them from others, to arrive at a judgement. I tend towards the canoe as a boat in which to go somewhere, but I can certainly accept this freestyle philosophy as being valid. If that's what you want to do with a canoe, why not?

Mike Galt appears to have one influential ally in this, Harry Roberts. Until recently, Roberts was marketing manager for Mad River Canoes, certainly a mass builder of boats that could be construed as redesigned Mack Trucks. But he also once edited a magazine called WILDERNESS CAMPING, and is now about to introduce his newest publication, CANOESPORT JOURNAL. From his brochure, it appears he too will rile up the troops with opinions not necessarily widely shared. And he talks a lot about the pleasures of paddling techniques. He worked with Mike on one Symposium program, "Quietwater Disciplines".

If Mike Galt's ideas interest you, send for his brochure, Lotus Canoes, Inc., 7005 N. 40th St., Tampa, FL 33604, (813) 985-9802. If you want to find out about Harry Roberts' new magazine due out this summer, CANOESPORT JOURNAL, P.O. Box 635, Oscoda, MI 48750.

Mike Galt in a characteristic pose in his Florida surroundings.





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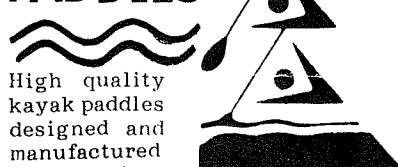
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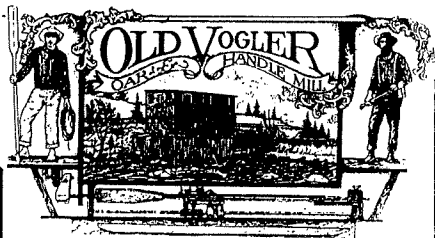


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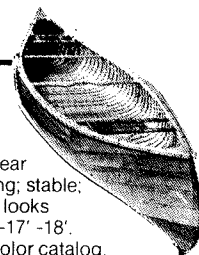
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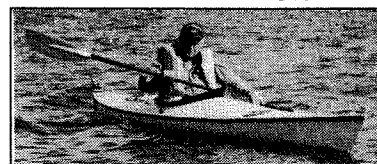
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This is Gad Robertson

He's a Maine lobsterman. He's a man of strong convictions who does not suffer foolishness gladly. He knows a good boat when he sees one and he's poured more water out of his boots than many people have paddled in.

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Going Light and Fast

When Tom and Sue Sebring commenced their presentation on "Leaving the Backache Behind" by going light, Tom wryly admitted that their way was not going to provide the in-depth comforts just espoused nearby by Alexandra Conover in her "Camp Cookery & Trail Baking" presentation, at the conclusion of which everyone crowded around for some of the delicious campfire baked homemade bread and rolls. "The difference is that they take care of all that for you," Tom remarked. "We're showing you how you can go on your own with the least gear." And so they did.

The Sebrings use one of those very light Winona Jensen designed canoes you can see through. Not rugged like the E.M. White of the Conovers, but 35 pounds instead of 75. "We don't ground out coming to shore," Tom explained when he justified the extra pair of "soggy sneakers" they each carry for getting on and off the water. They wear lightweight gear but carry warm clothing for possible hypothermia situations in colder seasons. Each has a backpack, big ones, plus there's one waterproof bag for the "must stay dry" stuff. They portage in one hike. Portaging is part of canoe tripping, lugging the whole equipage when the river can't. Tom carries the canoe and the lighter pack, Sue has the heavier pack and the dry bag. "We've never double portaged, yet," she said. And they've been doing this sort of tripping for ten years.

Food is freeze dried stuff, cooked on a tiny gasoline stove with minimum dishes. Part of tripping is lugging out your trash so the "packaging" of everything consumed must be minimal.

Shelter was a 9 pound tent in which they can stand, double mummy sleeping bag good to way down there temperatures, and space blanket for ground cloth or all-purpose sheltering.

The Sebrings travel 30-50 miles a day sometimes. "We normally paddle at a 60-70 rate (strokes per minute) so we use these ultra light carbon fiber bent shaft paddles. That's a lot of strokes in a ten hour day," Tom explained. Indeed.

So that's where it all is for the Sebring style of tripping, going far, going fast, going light. The "today" way of striving, even in recreation.

Bringing It All Along

The Conovers go differently. Their northwoods guide approach stresses a slower pace, more comforts, more rubbernecking, communing with nature. So more gear. Yet, they have the efficiency developed by the early guides and with their oh so much heavier canoe and equipment, they still get along nicely, thank you. Sebring's comment about "they do it for you" applies to your going on a Conover trip as a client, but their setup works for just two. Alexandra got that 75 pound (maybe 85, it was soaking wet) up onto her head and shoulders with the help of the tumpline ("uses your skeletal structure correctly"), and the big wooden wanigan with the complete kitchen was likewise hefted with tumpline assistance. And, a pack was then piled on top, it actually balanced the load better. The Conovers get all their traditional travel gear into the big 18' wood/canvas guide canoe and don't worry much about grounding out coming ashore, or on river rocks either.

Then the paddling technique. A much slower (that 60-70 rate sounded wearying to this writer) pace with long straight bladed paddles Alexandra makes that provide long term comfortable wrist and arm action, with minimal course cor-

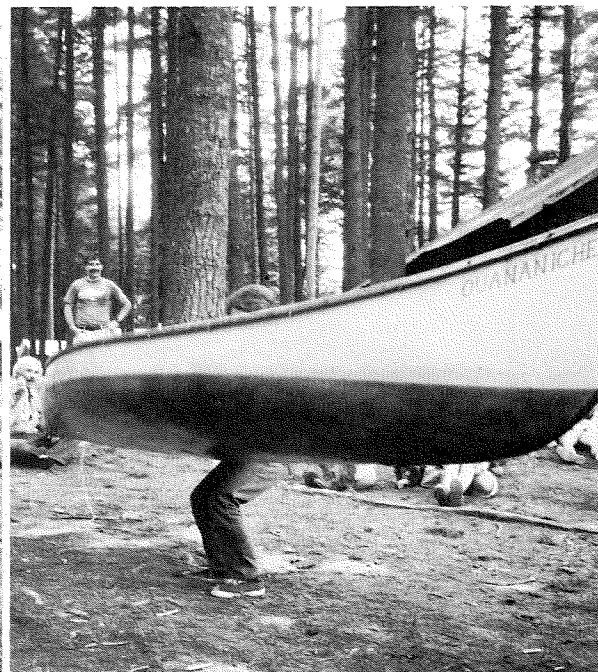
recting motions needed. Moving the heavily laden canoe easily if not rapidly.

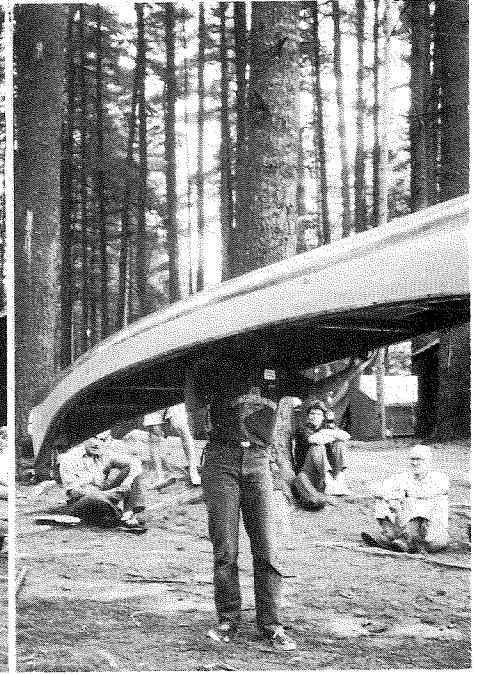
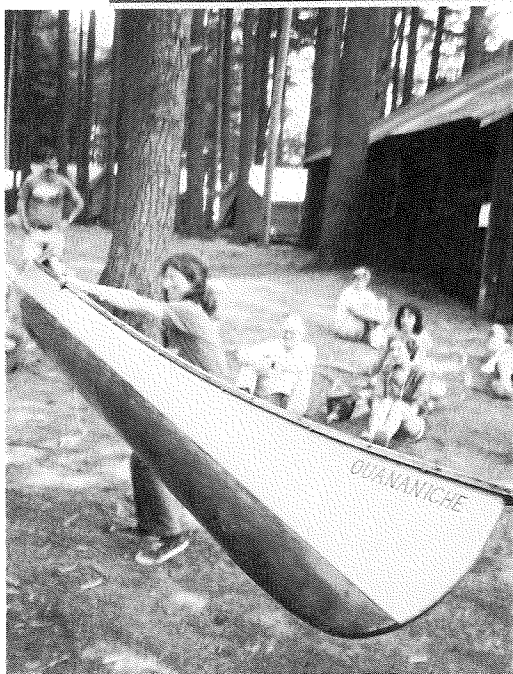
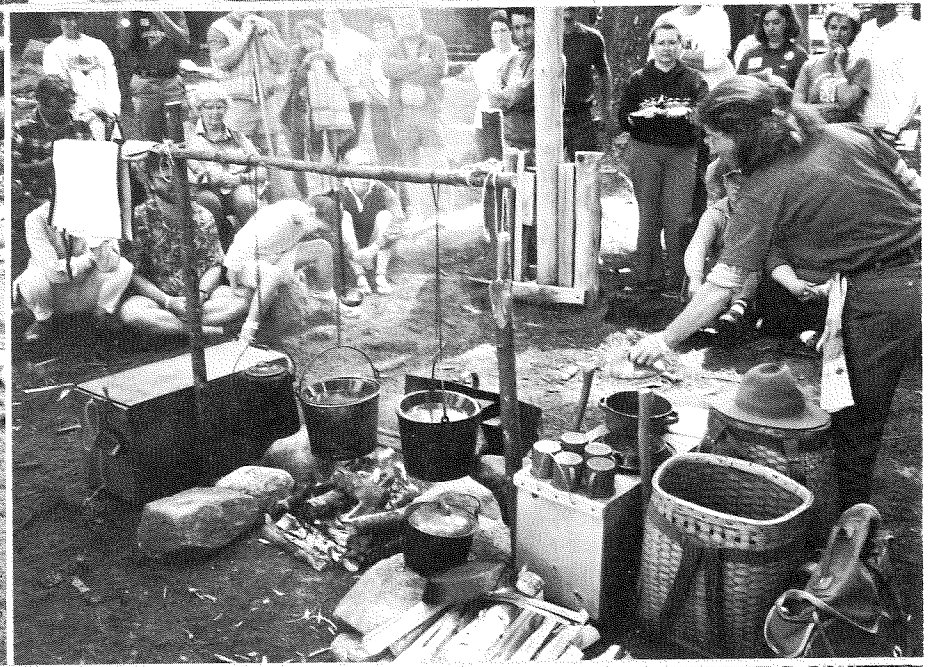
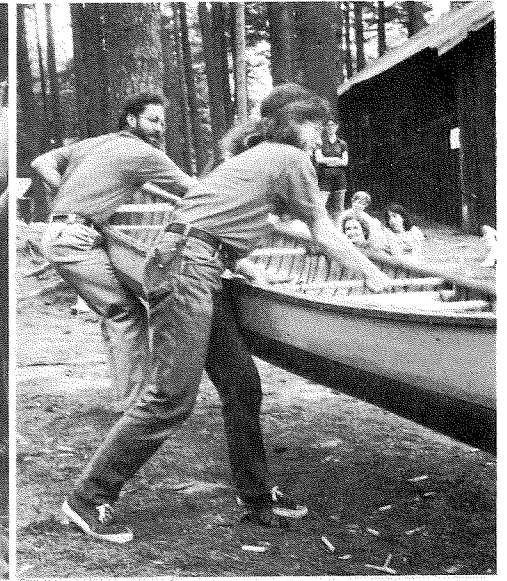
But the cooking drew the biggest crowd. Oh, my, what a setup, traditional woodland campfire using available dry deadwood, big pots and frypans, reflector ovens. The Conovers carry along fresh foods, meats last three days, then over to canned meats. Fresh vegetables, eggs, flour for baking. Boy, that meal at the end of a day paddling on the Penobscot West Branch is something to anticipate. Axe, folding saw, sharp knives, traditional equipment for getting along on the locale's terms.

The trade off comes down to speed. If you're in a hurry, you do it the Sebring's way. If you're for a leisurely pace, the Conover's way offers so much luxury at the cost of a heavier, slower portage and shorter day's mileage. So you take your pick. You can probably guess that I'm for that slower pace, and we now plan to sign on for a September 5 day Northwoods Ways trip on the Penobscot West Branch and Chesuncook route. That ought to be a full issue report.

Northwoods Ways will send you their brochure if you request it, RFD #3, Box 87A, Dover-Foxcroft, ME 04426, (207) 564-3032.

Below: 100 pound woman lifts 85 pound canoe to carry it off. Top right: Alexandra and Garrett demonstrate Northwoods paddling technique and two-person portaging. Middle right: Alexandra lugs in the wanigan and pack, and sets up the kitchen.



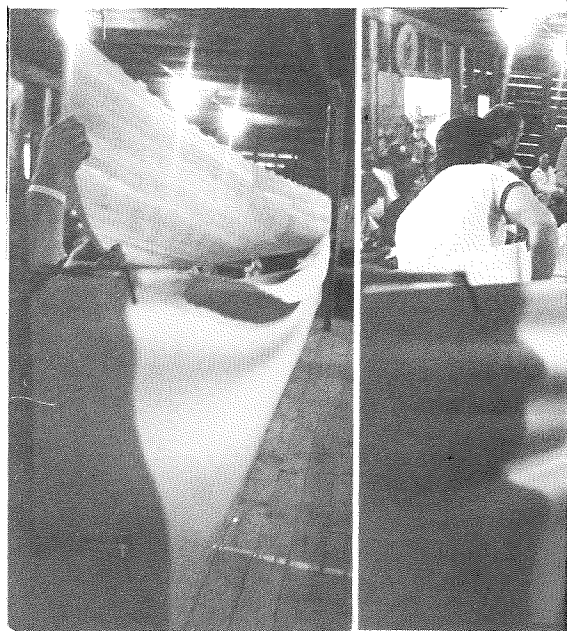


Canvas Over Wood

There were two different workshops offering instruction on putting a fabric cover on your canoe. Jerry Stelmok dropped a finished wooden hull for one of his E.M. White Maine Guide Canoes into a canvas "hammock" that would become its outer skin, while nearby Alv Elvestad and Linda Jones assembled one of their Ally Pakboat collapsible canoes. Not quite the same process but an interesting juxtaposition.

Stelmok's workshop on building the Maine Guide Canoe had to focus on some part of the construction process that would lend itself to a two hour time slot in the Symposium program. Jerry's solution was to demonstrate canvassing a canoe hull. He had rigged up the canvas into a sort of hammock strung between wooden clamps at each end which held the canvas firmly folded in a vertical plane. At one end was attached a winch for stretching. The other was securely chained to the building!

Although Jerry works alone in his shop, he had a couple of assistants to expedite progress within the limited time frame. They picked up the wooden canoe hull, complete but still unfinished wood, and placed it into the hammock. Jerry then climbed into it and sort of tromped it down into the canvas hammock as far as it would go. He then tightened the winch a few notches. Braces were cut to fit between planks placed on the inside of the canoe hull and the overhead beam, with step blocks for further adjustments. Jerry walked back and forth in the canoe, bracing it down more and more, first one end then the other, until it had really stretched the canvas very tightly around the hull. He tightened the winch more, and moved vertical split pinching clamps along the canvas on each end pinching it together tightly against the stems. The wrinkles were easy ones running up from the turn of the bilges on each end towards the stemheads.



Jerry said they looked about right.

He then cut off the excess canvas three inches or so above the gunwales, gave the winch and vertical pinching clamps final adjustments, and then took up his hammer and brass nails. "This is the repetitious part, now," he said, "if

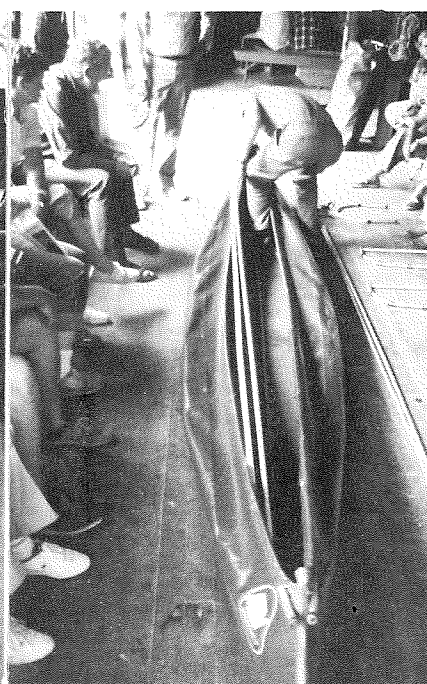
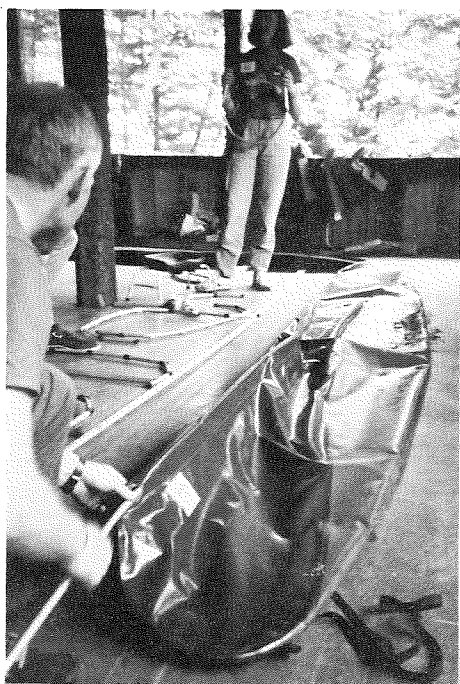
PVC Over Aluminum

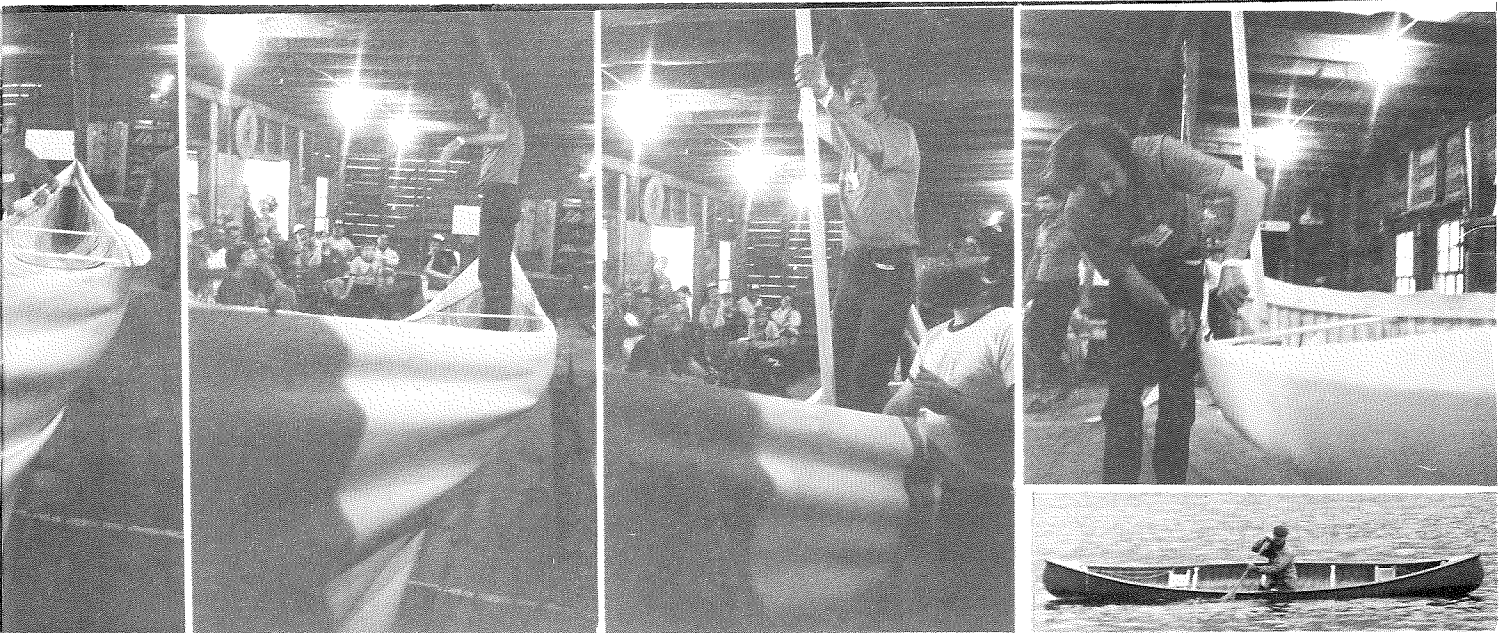
The force necessary to get the Ally Pak Canoe together was provided by a rubber mallet in the hands of Alv Elvestad, fitting in the last couple of aluminum ribs in the ends. The Ally Pak Canoe is a collapsible canoe that really does fit into a backpack. The canoe weighs between 32 and 52 pounds depending on the size and accesso-

ries involved. The hull is a PVC skin that is stretched onto an aluminum tubing framework. Lots of aluminum tubing. Bunches of it hooked together with shock cord so each bunch becomes a 15' (or up to 18') long stringer. A series of "C" shaped aluminum tubing "ribs" of decreasing dimension snap amongst these longitudinal stringers shap-

ing the basket of tubing into the desired canoe shape. The final ribs take up the last bit of give in the skin and need that force, a couple of sharp taps to snap them into place on the stringers.

It's the same idea as a folding kayak only lighter and with an ultimately different, canoe shape. It comes from Norway, and that's where Elvestad comes from. He's a backpacker and knew about this canoe and when the manufacturer decided they were interested in the U.S. market, Alv set up as North





anyone needs to take a walk." He began tacking the canvas, one nail to a rib along one side. Until he had done this along the full lengths of both sides, nothing new would be happening. When this was completed, it would be on to tucking in the ends and fastening

them. At this point we had to move on to another workshop we planned on attending.

Getting that canvas on smooth and tight appeared to be a pretty demanding job with this complex setup designed to apply a lot of force to stretch the canvas dry ov-

er the compound curves of the canoe hull. We saw notes being taken by some who had such a task before them on canoe restoration projects. Stelmok's presentation was low key, very clear and informative. He's been doing a lot of teaching lately.

American importer. He and Linda operate as Pakboats out of Enfield, NH.

The same questions arise about vulnerability as do for the soft skin kayaks, and the answers seem to be the same. It's not delicate, the PVC skin can take a lot of punishment. The canoe is flexible and bounces well off obstacles. The stringers and ribs are insulated from the skin below the waterline by a 5/8" thick ethafoam pad which provides flotation, and a resilient bumper between hard metal bits and

the skin, so the skin doesn't get pinched between a rock and a hard place. Elvestad says the boat is rather nice in whitewater, certainly the most demanding use.

He doesn't seem to think the design requirements for being collapsible seriously detract from the canoe's performance in the water. It can carry over 700 pounds, is very maneuverable, and moves easily through the water. He extols the flexibility of the hull as an asset for tuning the performance. Concentrating load amidships increases

the rocker, as the hull bends under the weight, and maneuverability. Placing the weight out in the ends flattens the keel increasing tracking ability. No adjustments, just weight distribution. The seats are molded plastic offering comfort. The major thrust here is the portability. You really can take it with you on the jet as baggage, about 60 pounds worth with backpack and paksak. All in one bag. If you lose the edge in ultimate water performance, so what, you couldn't get that better canoe to where you want to go so easily and inexpensively. The trade-off seems favorable for the Ally Pak Canoe.

Alv says that L.L. Bean now stocks the boat at around \$750 (15 footer). Depending on size the price can go up over \$1,000. Who buys it? Not people who have no storage space and wish to keep it in a closet. People who want to take it to far places in small cars or on airlines buy it. If this catches your fancy, request their brochure for the Ally Folding Pak Canoe from Pakboats, P.O. Box 700, Enfield, NH 03748, (603) 632-7654.



BOOKS about BOATS

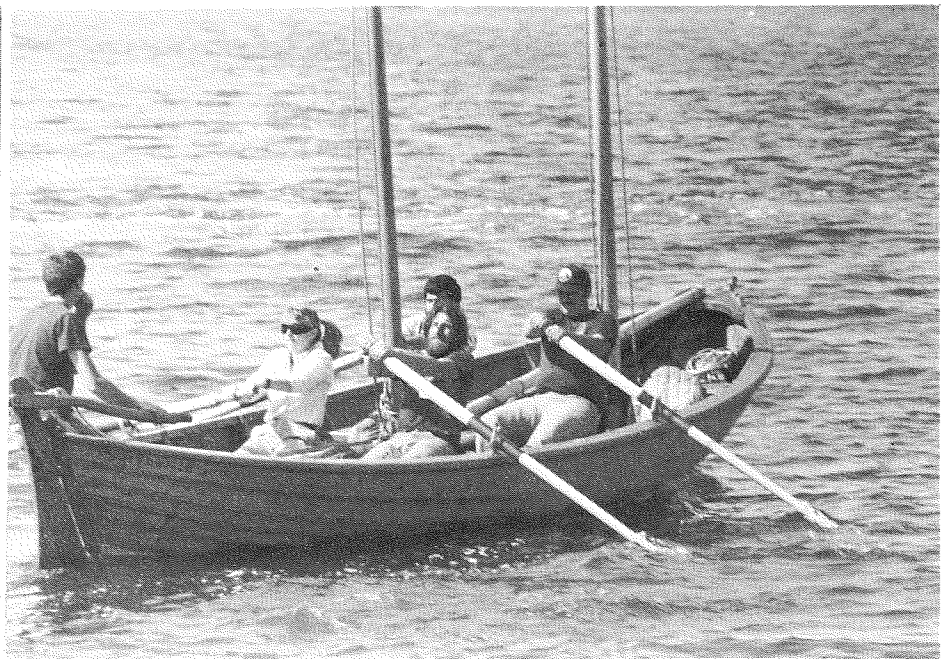
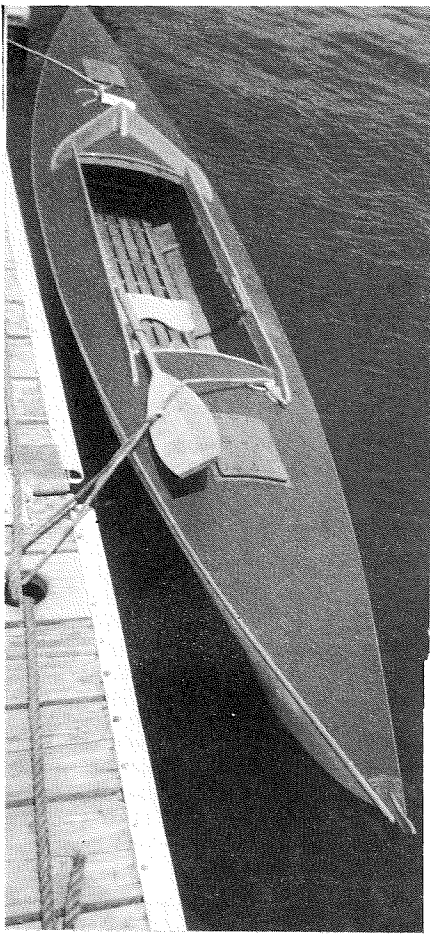
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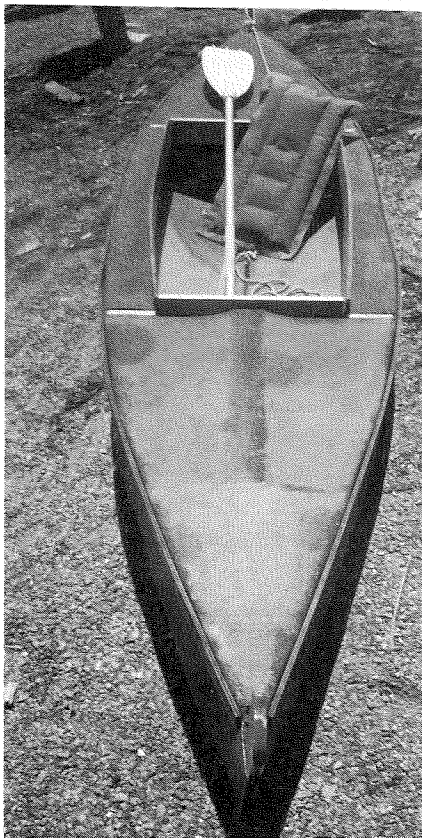
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Small Craft We



Above: Tony Ardito's superbly crafted Herreshoff double paddle canoe and John Kennedy's \$40 homebuilt kayak. Top right, the Stratsern WATERWITCH moving out under oar.

Ben Fuller was all smiles. The race he had organized ad hoc at the Mystic Seaport Small Craft Weekend in early June had just successfully concluded. "Look at that, the old traditional built boat beat out the cold molded one," he observed. Quite so, Ben's traditionally built Delaware Ducker crewed by Dan Segal and Paul Lipke had handily beaten Segal's cold molded Ducker crewed by Dave Cannell and Jim Thayer. In fact, the latter crew had their hands full fending off Eric Ritsch's stubby little 12' Echo Bay Skiff crewed by Eric and Wesley Mooros, and had been unable to catch Kevin Rathbone in his traditional Culler wherry. "It was the boat handling skills that did it," Ben went on. That had been his purpose, a contest of oar and sail handling rather than sheer speed in design.

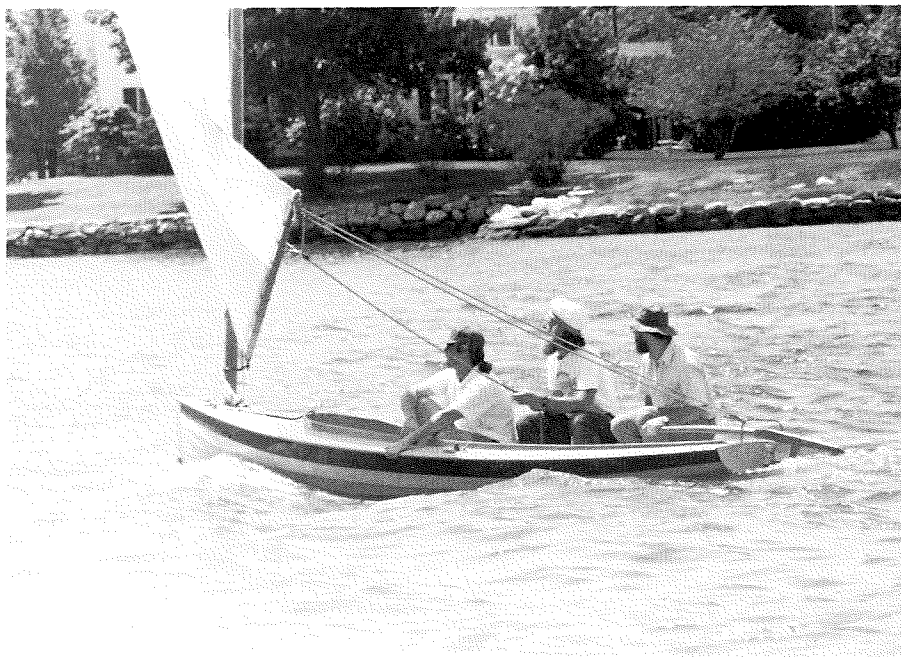
As we talked of this by Light-house Point, Peter Vermilya cruised on by with his umpteenth group of passengers on the Seaport's 35' New Haven Sharpie. Almost like the Sabino steamboat rides, Peter was making regular runs upriver and back in the ketch rigged sharpie, taking six at a time. And the folks were lining up on the dock to get their chance. Just folks registered at the Meet, not the tourist public. The fresh northwest breeze was ideal for the long narrow sharpie, and eyes glittered as she gathered way after tacking the Point and reached off

upriver, accelerating rapidly.

The sun shone and all the drear Saturdays of other years at this event faded from memory as over 200 small craft enthusiasts indulged in tryouts of some 60 small craft brought to the affair by participants, listened to lectures, and visited ongoing building projects at the Seaport's boatsheds. A revival of the spirit of former years was obvious, and the variety of small craft was more diverse than in the recent past. The appearance in 1985 of a power dory encouraged others and this year three of these old one lunger craft were thumping about.

Dick Everett brought his 34' Tancook Whaler over from Martha's Vineyard, it's the famed VERNON LANGAILE built a number of years ago by Lance Lee's apprentices, then at Maine Maritime Museum. And Lance's present apprentice group at Rockport, ME, brought down the 24' STRATSERN featured in our June 15th issue. On a sadder note was the news that the New Haven Sharpie built by the youngsters of the New Haven Sound School had been destroyed when its trailer disconnected under tow at speed on the Connecticut Turnpike and crashed heavily.

Ben Fuller has wanted to organize a boat handling race for several years but never was able to get participants together. The fine breeze and sunny skies this year gave it a push and five boats lined



There was a nice breeze Saturday for all the sailors.

Weekend at Mystic

up for the early afternoon start. The scheme was this: The boats would sail to windward to a mark, douse sail and row across the wind to a second mark, raise sail and sail or row (or both) a long downwind leg past Lighthouse Point to the third mark. Here they'd again douse sail and row upwind a short way to the finish line off the point.

Biggest boat was Kevin Rathbone's 17' Culler wherry with just its main spritsail rig fitted (it's a cat ketch too). Kevin sailed alone to compensate for the boat's heft. Two 15' Delaware Duckers were next, Dan Segal and Paul Lipke crewing Ben Fuller's traditional lapstrake sprit rigged version and Dave Cannell and Jim Thayer crewing Segal's Bruce Bender built cold molded version with marconi sleeve sail and wishbone boom. Bob Barker and a friend crewed Bob's 14' Atkin flat bottom sprit rigged skiff and Eric Ritsch and Wesley Mooros crewed Eric's 12' Echo Bay flat bottom, leg-o-mutton rigged skiff.

The last was the most surprising, for Eric got round the first mark ahead of the cold molded Ducker, behind the traditional Ducker and Culler wherry. Only halfway down the downwind leg did Cannell and Thayer overtake the shorter boat, and they finally bested it by only a few lengths at the finish. Dan Segal is a sailing nut of considerable skill and verve and he easily outsailed the rest with

Lipke doing the valiant rowing to the finish. Rathbone was a superb handler of his larger craft alone, minimum fuss dropping and raising the rig, and a good turn of speed on the oars. Poor Bob Barker, though. On the upwind leg, his sprit popped out of the peak of the sail and they had a devil of a time getting it back in the breeze, sort of involuntarily scandalizing the rig.

Saturday evening John Burgess of the Landing Boatshop School explained how much more difficult it is to build an exact replica of a traditional boat than just a copy. Their school undertook to build a Herreshoff ALERION just as the plans detailed it. This turned into a complex and costly project and Burgess made it abundantly clear how much more complex it can be when the plans MUST be adhered too. They had been provided by the Hart Nautical Museum at MIT with the proviso of faithfulness to them required.

Sunday morning's cruise to Mason's Island was its usual pleasure, although the placid calm handicapped the sailors. Mid morning the breeze made up and they were able to sail back upriver while many of the oar and paddle craft continued on around the island to make it about a 5 mile trip in all. Sunday afternoon the boat storage areas in the Rossie Mill were open to participants to get a close look at all the boats the Seaport has that are not on display.

What sort of boats turn up at the Mystic Seaport Small Craft weekend? Yes, traditional sorts for the most part. But in detail? Here's the list registered for this year's gathering.

ROWING CRAFT:

- 8' Cold molded Bullboat 1986
- 13' Adirondack Guideboat 1986
- 13'8" Old Town Rowing Skiff 1946
- 14' Rushton Rowing Boat 1986
- 14'9" Rangeley Lake Boat (FG)
- 14'10" Railbird Skiff 1980
- 15' Adirondack Guideboat 19083
- 15'2" North River Skiff 1983
- 16' Adirondack Guideboat 1974
- 16' Wherry 1970
- 16' Alden Ocean Shell (FG)
- 16' Kittery Skiff
- 16'6" Whitehall 1986
- 17' Pulling Boat 1973
- 18' North River Shell 1986
- 18'2" St. Lawrence Skiff 1980
- 18'2" St. Lawrence Skiff

PADDLING CRAFT

- 9'6" Rob Roy Canoe 1983 (FG)
- 10' Rushton Canoe (FG)
- 10'6" Wee Lassie Canoe 1976
- 10'6" Wee Lassie Canoe 1986
- 10'6" Double Paddle Canoe 1985
- 11'8" Monfort Canoe 1987
- 11'10" Snowshoe Canoe
- 12' Kayak 1986
- 12' Monfort Canoe 1986
- 12'6" Double Paddle Canoe 19075
- 12'6" Double Paddle Canoe 1976
- 13' Culler Canoe 1986
- 14' Charles River Canoe 1987
- 14' Persson Kayak 1986
- 16' Herreshoff Kayak 1986
- 16' Plycraft Canoe 1946
- 16' Peterborough Canoe
- 17'8" Strip Canoe 1978

SAILING CRAFT

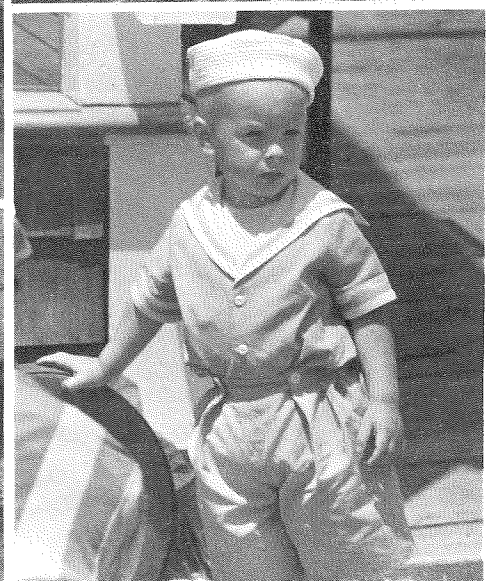
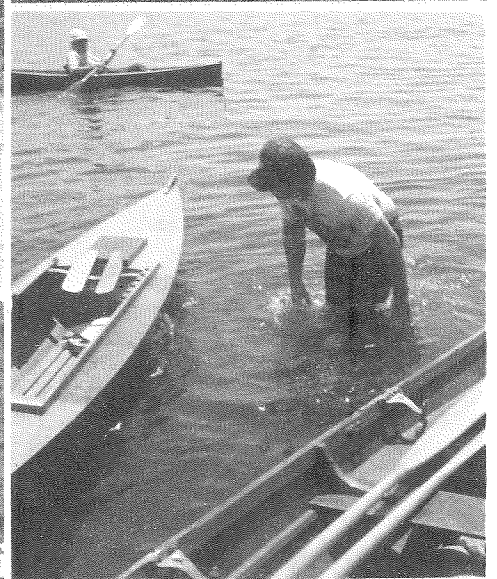
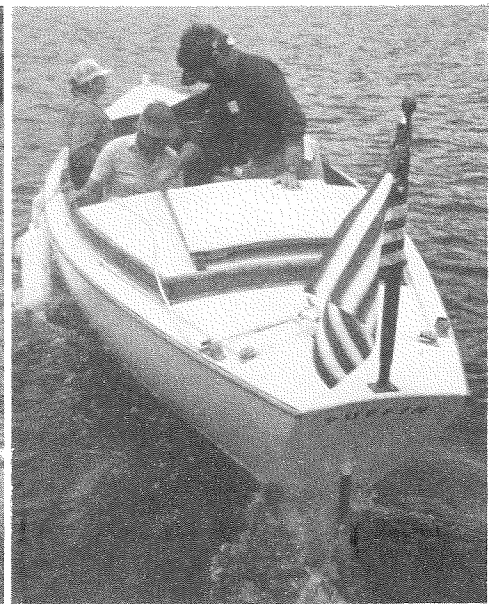
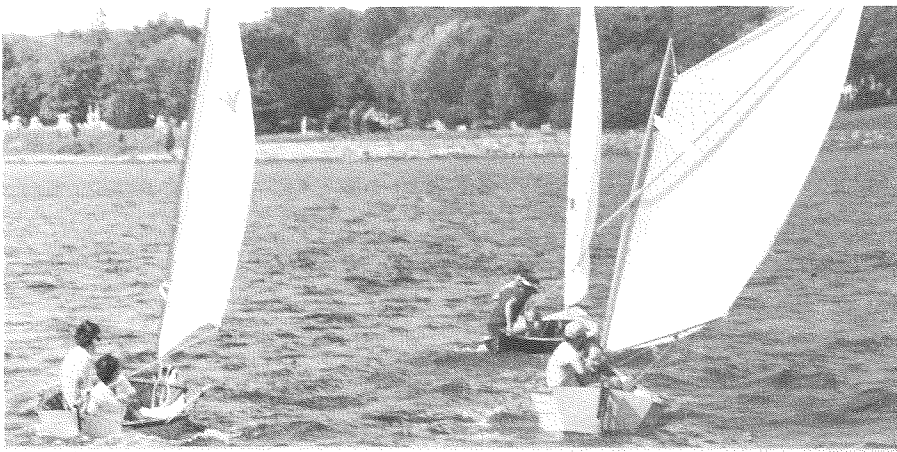
- 10' Herreshoff Pram 1986
- 10' Sharpie 1986
- 10'6" Monfort Sailing Canoe 1982 (FG)
- 11'6" Minimal Cruiser
- 12' Whitehall 1987
- 12'4" Echo Bay Skiff 1985
- 12'6" Yankee Tender 1984
- 13'6" New Haven Sharpie 1985
- 13'6" Whitehall 1983
- 14' Lowell Surf Dory 1980
- 14'9" Atkin Skiff 1986
- 15' Delaware Ducker 1985
- 15' Delaware Ducker 1979
- 15' North River Skiff 1986
- 15' Tuckup 1986
- 16' Sea Bright Skiff 1977
- 16'2" Sailing Canoe 1975
- 16'8" Whitehall 1979
- 17' Culler Wherry 1978
- 17'3" Culler Wherry 1977
- 18' Sailing Canoe 1986
- 18'9" Lowell Dory 1970
- 21' Alpha Beachcomber Dory 1986

LARGER SAILING CRAFT

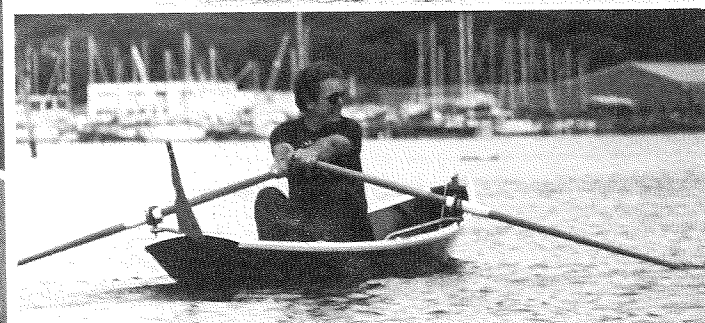
- 24' Shetland Islands Sixern 1987
- 34' Tancook Whaler
- 35' New Haven Sharpie

POWER CRAFT

- 15' Malcolm Brewer Fishboat
- 17' Swampscott Power Dory
- 23' Toppan Dory



Left, top to bottom: The race is away. Dave Cannell and Jim Thayer in the Quarter Moon cold molded Ducker finally overtake Eric Ritsch and Wesley Mooros in Eric's stubby Echo Bay Skiff. "Pull, Lipke, pull! I sailed it this far, now it's up to you!" Dan Segal and Paul Lipke near the finish way out front. Kevin Rathbone's boathandling was superb, alone. Right, top to bottom: William Alletzhauser's 24' Toppan Power Dory enjoyed the attentions of the one-lunger fans. "That tippy little boat just dumped ME into the water!" "Okay, bring on the boats."



Top and middle left: The Seaport's New Haven Sharpie was going all day Saturday. Peter Vermilya at the helm, Doug MacFarland on the mainsheet. Across the bottom: "You can SEE the water right through the hull!" Yes you can. Designer Platt Monfort sails his 12' geodesic Whitehall. Top down on right: Enjoying the North River Sailing Skiff. Paul Erickson in his 1973 built SKAL pulling boat, a beauty. Jean Pieretti sails her Hawthaway Rob Roy, paddle at ready. Centerspread overleaf: Dick Everett had the 34' VERNON LANGAILE tromping along Saturday in the river.





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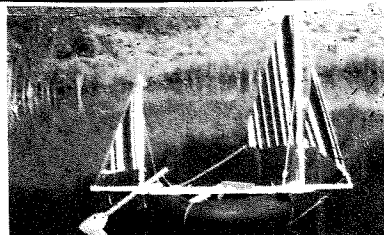
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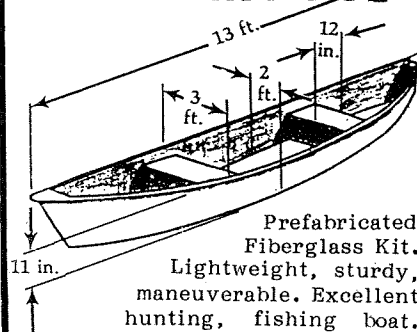
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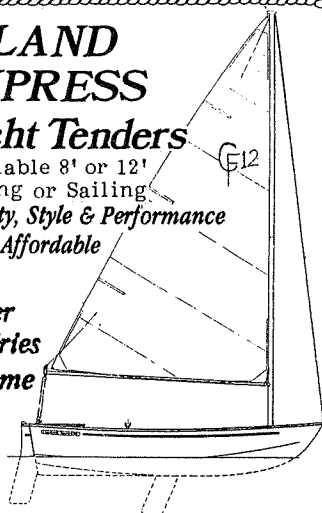
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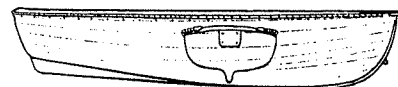


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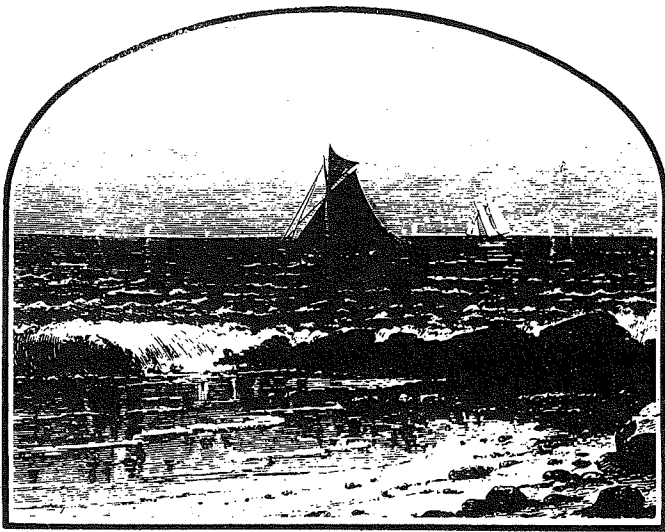
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CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858,

Permission to bring you this interesting serial has been given by the publisher, New Hampshire Publishing Company, Somersworth, NH.

FOREWORD

Some voyages are eternal. When Richard Henry Dana shipped out before the mast, when Charles Darwin joined the *Beagle* expedition, when Joshua Slocum single-handed the *Spray* around the world—they sailed not once, but as many times as there are readers who love the sea.

To this fine company I would add the name of Robert Carter, who sailed aboard the sloop *Helen* in the summer of 1858, from Boston to Provincetown, along the brief New Hampshire shore, and down the coast of Maine.

Carter was a journalist, and he wrote about the trip for his employer, the *New York Tribune*. In 1864 his dispatches were collected under the title *A Summer Cruise on the Coast of New England*, published by Crosby and Nichols in Boston. In 1889 a British edition was published by Alexander Gardner in London.

The book was allowed to languish after that—unpublished but not unsold. It would not be too much to say that it went underground. From libraries and secondhand stores and attic collections, it returned to circulation as sailors discovered that—next to the *Coast Pilot* itself—the most essential reading in New England waters was the story of a cruise made more than a century before. By the time I happened upon him,

Robert Carter was fetching up to twenty-five dollars in the antiquarian bookstores. It was a fate such as every author dreams of, especially those (the vast majority) who do not achieve bestsellerdom in their own lifetimes.

Still, the coast of New England is but a fragment of the world's geography, and sailors are but a fragment of the bookseller's market. Thus it was that "Carter's Coast" remained a collector's item until 1969, when three of us decided to revive it for the bright new world that has replaced the one Robert Carter knew, and which values lobsters at several dollars apiece instead of the three cents that Carter paid.

As editor, I slimmed the text by removing some of its nineteenth-century luggage of semi-colons and literary quotations. An artist found the wood engravings to illustrate Carter's voyage. And a printer assembled it in time for the Boston Globe Book Festival in October, bearing the colophon of the New Hampshire Publishing Company. It was a heady experience. Either because they were sailors themselves, or because they liked the look of it, the festival managers put *Carter's Coast of New England* right up there with the autumn bestsellers, ten feet tall on a revolving display.

I don't remember what other titles were thus honored. Probably you wouldn't remember them either. But Robert Carter has continued to prosper, going through two printings before returning underground. At the New Hampshire Publishing Company (which has likewise prospered) the orders still come in, three years after the last copy was sold.

Thus this new edition of a book that refuses to die—in paper covers this time, to subdue the ravages of inflation.

This was Robert Carter's only book. He was born in Albany, N.Y., in 1819, and his first literary effort was a poem which was published in an Albany newspaper. It was so badly misprinted that he took to writing prose instead. He spent most of his life in journalism, as Washington correspondent for the *New York Tribune*, and as editor of the *Rochester Democrat*, *Appleton's Journal*, and the *American Cyclopaedia*. Between times he helped establish two cultural phenomena. One was a literary magazine which survived only a short time. The other was the Republican party, which was still going strong when Robert Carter died in 1879.

As for his shipmates on that immortal cruise, they have been identified by F.M. O'Brien, antiquarian bookseller of Portland and one of Carter's many admirers. O'Brien happened upon a first edition, inscribed by "the Professor" in 1865 and naming all who were aboard:

The Professor was Dr. William Stimpson, who joined the North Pacific expedition at the age of twenty, and who spent many years thereafter classifying the

materials he gathered. His works were published by the Smithsonian Institution.

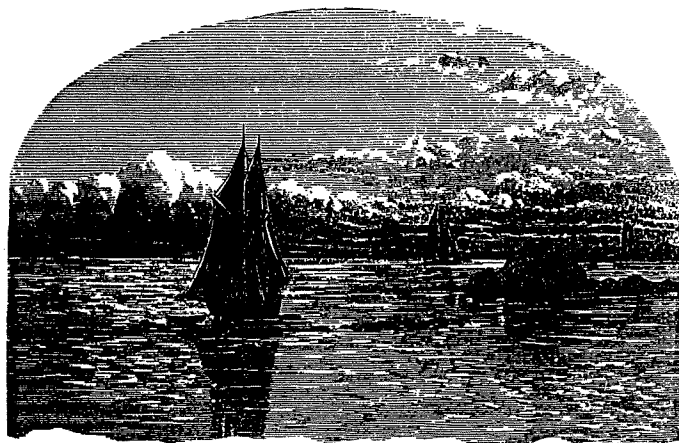
The Artist was a certain Henry Carey, who is otherwise unidentified.

And the thirsty Assyrian was Francis Henry Underwood. Lawyer, editor, novelist, and consular official, he helped establish the *Atlantic Monthly* as the voice of the anti-slavery movement in New England.

DANIEL FORD

1

THE PLAN OF THE CRUISE



On one of the hottest evenings of the hot month of June, 1858, I paid a visit to my friend Professor ———, at his residence on G Street, Washington.

I do not know that my friend had any regular or official claim to the title of Professor. It was conferred upon him by the officers of the North Pacific Exploring Expedition, of which he was Naturalist. They dubbed him Professor of Marine Zoology, in recognition of his skill in the knowledge of all that pertains to the creatures that inhabit the great deep. The study of the ocean and its inhabitants had been a passion with him from early boyhood, and was pursued with such success, that, in 1849, while yet a youth, he had discovered the principle of the aquarium, and had a number of aquariums in successful operation long before anything was heard of the kindred experiments of the Englishman Warrington.

It was a fearfully hot night; one of a long succession of hot nights and days through which I had patiently sweltered and sweated, in the vain expectation that time would gradually accustom me to being broiled and parboiled, as they are said to render eels tolerant of being skinned alive. But a frame acclimated to the moderate heats and invariably cool nights of the seacoast of Massachusetts, could not readily become insensible to an atmosphere

which at midnight, as well as at noonday, maintained a heat greater than the average heat of the torrid zone. I sought refuge at the Professor's, because his house, though not materially cooler than the rest of the city, was intellectually and imaginatively cooler. It abounded in objects suggestive of refreshing ideas. There were crabs and shells that had been dragged from the sunless depths of the Arctic Ocean; fishing-lines and dredges that had explored the cool abysses of Kamtchatkan and Siberian seas; drawings of icebergs and glaciers; and, what particularly was wont to give an agreeable chill to my fancy, a picture of the prodigious snowy cone of the great Japanese volcano, Fujiyama, made by a native artist at Simoda, where the Professor himself purchased it.

The Professor, with nothing on but a shirt and the thinnest of trousers, was stretched on a sofa with a cigar in his mouth, languidly smoking, and contemplating through his gold spectacles the ungainly proportions of a monstrous bug he had just captured. Our conversation opened, of course, on the weather.

"I cannot stand it any longer," he said; "I shall start on a cruise on the coast of Maine next week, and you had better come along, if you do not want to die of a fever. You look horribly bilious already; and a few days more of this heat will use you up entirely. Let us go and cool off at Grand Manan. I spent two months there some summers ago, fishing and dredging, and can assure you that it is the finest place on our whole coast."

"For crabs, I suppose, Professor. All places are classified by you for good or bad with relation to their production of crabs."

"For crabs, yes, but not alone for crabs. The scenery is superb. Huge, rocky cliffs, a thousand feet high, rise right out of deep water, and are broken into the wildest and most romantic caves and inlets. They are the haunt of nearly all kinds of sea-birds, from the herring-gull down to Mother Carey's chickens. We shall catch there and on our way down the coast every species of fish that swims in our seas."

"Including the whale?"

"The whale is not a fish," responded the Professor, gravely, "but I promise you we shall see whales in abundance. We shall also catch sharks, and kill seals and porpoises. But, in short, if you will come along, we will run into every harbor from Provincetown to Eastport, and fish and dredge till you have seen at least one specimen of every creature that swims the sea or dwells on the bottom."

"But how shall we go to the Grand Manan?" I asked.

The Professor's hint about my bilious appearance had privately decided me to take an abrupt leave of the national capital. I already felt a fever in my veins.

"I have written to my friend Tufts, the aquarium maker and stocker at Swampscott, to engage me a good, clean, stout fishing-smack of from ten to twenty tons, and also two experienced boatmen, one of them, if possible, old Captain Widger, who went with me on my cruise last year. I shall hear from Tufts in a day or two, and you had better get ready at once, for I shall be off like a flash the moment I can get away."

In reply to my inquiries into the nature and extent of the requisite preparations for a cruise of a month's duration, the Professor said:

"Put two pairs of trousers, two thick coats, and a vest or two, the oldest and worse you have, into a bag — a gunny-bag or a potato-sack will do. Put in, also, a couple of flannel shirts and drawers, and half a dozen or a dozen of thick woollen socks, and an old felt hat. Buy a couple of the thickest red-flannel shirts you can find, a pair of thick-soled cowhide boots, a tight-fitting cloth cap, a cheap straw hat, and a pair of oilskin or India-rubber trousers — oilskin is best, for it doesn't smell so abominably as India-rubber. Put these, with two or three pairs of old slippers, in the bag, and tie it up tight. Put a couple of linen shirts and a decent suit of light summer clothes, in a valise, so that you can go ashore at Salem, Portland, Eastport, and other civilized places, and see your friends if you have any. That is all the outfit you will need. I will look out for supplying the vessel with provisions and table-ware."

"And the damage?"

The Professor has an abhorrence of slang phrases, except those which he uses himself.

"I suppose you mean the expense," he replied. "I cannot exactly tell till I hear from Tufts what sort of craft he has engaged, and on what terms; but if we get one or two others to go and share expenses, the 'damage,' as you call it, will be from \$50 to \$100 apiece."

This was satisfactory, and I made my preparations accordingly. I put nothing in the bag beyond what the Professor indicated, except a pair of India-rubber overshoes, which I subsequently found of essential service when the deck was too wet for slippers, as was frequently the case.

Two or three days later the Professor came to see me in high glee, intense delight gleaming through the perspiration that rolled down his face

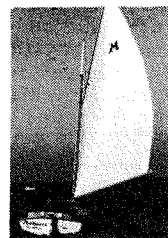
from the heat of a walk in the sunshine. He flourished an open letter in his hand.

"Tufts writes that he has engaged the sloop Helen and her owner, Captain Gurney, and that Captain Widger will go if we want him. The sloop was built for a yacht, is stout and tight and roomy, with four berths. She measures thirty-three feet and draws five and half feet of water; has not been much used for fishing, and is consequently clean and in good condition."

"The price?" I suggested.

"Seven dollars and a half a day, including the two men. I shall write to have her brought to Boston on Friday next, and we will start the next day."

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CALENDAR

CANOEING

NARROW RIVER CANOE RACE

On July 25th the Narrow River Preservation Society of Saunders-town, RI, will host a canoe race starting at 10a.m. on the Narrow River on the western shore of Narragansett Bay, open to all comers with no restriction on type or style of canoe. Information from NRPA, Box 8, Saundertown, RI 02874. Pre-registration is NOT required.

ADIRONDACK CANOE CLASSIC

The 5th Annual Adirondack Canoe Classic is scheduled for September 11-13 over 90 miles of rivers and lakes in the Adirondacks of New York. Start is at Old Forge. The first day is 35 miles through the Fulton Lakes to Raquette Lake and on to Forked Lake. The second day of 30 miles traverses the Raquette River and Long Lake to Axton Landing on Upper Saranac Lake. The final 25 mile leg is down the Saranac River to Saranac Lake. Entry information from Saranac Lake Chamber of Commerce, 30 Main St., Saranac Lake, NY 12983, (518) 891-1990.

NORTHWOODS WAYS

Classic Maine Guide trips on remote rivers in the north woods of Maine are scheduled by the Conovers of North Woods Ways. A special trip to Labrador is also scheduled in August. The August schedule looks like this:

AUGUST 1-5 & 8-12. West Branch Penobscot River and Chesuncook, 5 days each trip.

AUGUST 15-SEPTEMBER 4. Churchill River, Labrador, 2 weeks.

During September and into early October, Northwoods will run four of the 5 day trips on the West Branch Penobscot and Chesuncook. Their activities are for paying clients. Information from North Woods Ways, RFD #3, Box 87A, Dover-Foxcroft, ME 04426, (207)564-3032.

CONNECTICUT CANOE RACING ASSOCIATION

Canoe racing in August organized by the Connecticut Canoe Racing Association is as follows:

AUGUST 5. Race to the River's Edge, 6 mile flatwater on Connecticut River in Windsor, CT. Al Skinner, (203) 644-3301.

AUGUST 12. Sunset Canoe Race, 5.5 mile flatwater lake course in Bolton, CT. Ted Kenyon, (203) 872-0219.

AUGUST 22. Clinton Cruise & Polo Match, Clinton, CT, harbor. Earle Roberts, (203) 346-0068.

AUGUST 23. Clinton Bluefish Race, 8 mile tidal flatwater in Clinton, CT, harbor and adjacent estuaries. Earle Roberts, (203) 346-0068.

RHODE ISLAND CANOE ASSOCIATION

The Rhode Island Canoe Association has the following flatwater outings scheduled in August:

AUGUST 1-2. Camping at Burlingame, B. August, (401) 725-3344.

AUGUST 15. Birthday party in Lincoln Woods, B. August, (401) 725-3344.

AUGUST 22. Quohogging at Hog Island, G. Bradbury, (401) 739-8690.

AUGUST 29. Hope Island trip. Whitewater events in August will be on the Dead River in Maine on the 1st and 2nd and again on the 15th and 16th. Doug Pineo, (401) 353-6547.

SEBAGO CANOE CLUB ACTIVITIES

The Sebago Canoe Club of Brooklyn, NY, has the following activities planned for August:

AUGUST 1-2. Batsto River, NJ, paddling and wilderness camping.

AUGUST 9. George Cup sailing canoe races.

AUGUST 15. Canoeing Bronx kids on their own ponds.

AUGUST 16. Class C sailing races.

AUGUST 30. Large boat cruise.

Information on club membership from Hank Niman at (718) 375-2618.

APPALACHIAN MOUNTAIN CLUB CANOEING

The AMC hosts many canoe outings through its various chapters around New England. Member-

ship is encouraged, but guests are welcome at many outings. Contact listed leaders for specifics of each

outing. Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

Connecticut

All telephone numbers are area code 203 unless otherwise noted.

Flatwater

Aug. 26. Narrows River, RI. Day at the beach. (Joint Flatwater/Whitewater trip). L Ed Bossum (633-7246).

Aug. 1. Farmington River. L Joe & Kathy Sardina (563-2252).

Aug. 2. Housatonic River, Milford Pt. L Bill McDonald (877-2171).

Aug. 9. Leaders' Choice (Eastern CT or RI). L Ken & Jean Cook (774-4923).

Aug. 15. Hopeville Pond. L Cathy & Joe Sardinha (563-2252).

Aug. 22. Whitewater Sampler. L Ed Bossum (633-7246).

Whitewater

Call the CT WW HOTLINE (582-6978) for up-to-date, recorded info on trips, last-minute changes, bootlegs, and water levels; 24 hrs. each day. Call in also to report any such info. Other Chapters welcome.

Aug. 1-2. Pemi at Bristol NH, 2. L Tom Radcliff (617-877-6147).

Aug. 8-9. Rapid, 3-4. L Glenn MacGrady (914-679-2616).

Aug. 15-17. Talbot's Island Park Flotilla & Camporee. L R. & S. Talbot (413-543-5264).

Aug. 22. Whitewater Sampler, 2. L Ed Bossum (633-7246).

Aug. 29-30. Skill Drills Weekend, 3. L Tom Ploski (524-0245).

New York New Jersey

NY/NJ trips are open to all who qualify. Pre-registration by mail, 8 days in advance of the trip, is required.

Aug. 1-2. Basic Instruction, BW. Paul Edwards (203-729-8921).

Aug. 15-16. Safety Rescue, 3. Bobbie Reynolds (914-232-5632).

Sept. 5-6. Dead ME, 3. Jill Arbuckle (201-890-9280).

Maine

All area codes are 207 unless otherwise noted.

Trip fee: \$2 per nonmember.

Aug. 15-16. Dead, 3: 1000-1300. Bill & Alice McKenna (647-2251).

Aug. 29-30. W. Branch Penobscot, 4. Kippy York (622-5939).

Southeast Mass.

All area codes are 617 unless otherwise noted.

Aug. 1. Nauset, Eastham, tidal. L Bob & Suzanne Scolamiero (545-6015).

Aug. 7-9. Knubble Bay, ME, tidal. L Tony Arnold (888-7532), CL Barbara Hughes (362-3954).

Aug. 16. North River, Marshfield, tidal. L Anita Franks (545-7157).

Aug. 22. Mashpee River, tidal. L Barry Gallus (428-5391).

COURSES

BOATBUILDING COURSE AT CLAYTON

The Thousand Islands Shipyard Museum in Clayton, NY, has scheduled a one week boatbuilding course, August 8-15, at which Simon Watts, itinerant boatbuilding teacher, will lead the class in building a Herreshoff pram. If this sounds like summer vacation to you, contact the Museum at 750 Mary St., Clayton, NY 13624, (315) 686-4104.

MAINE MARITIME MUSEUM

August events at Maine Maritime Museum in Bath, Me, are as follows:

AUGUST 1-2. Maritime Auction at Foster's Auction House on Rt. 1 in Newcastle, ME.

AUGUST 3-22. Boatbuilding Theory & Practice workshop with Arno Day at the Museum Apprenticeship at Percy & Small Shipyard in Bath, ME. Advance registration required.

Information from Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 442-7401.

ROCKPORT APPRENTICESHIP SUMMER VACATION WORKSHOPS

Several short workshops have been scheduled to fit into summer vacations by the Rockport Apprenticeship of Rockport, ME, the last of July and first of August, as follows:

JULY 27-31, 8-12a.m. Marlin-spike Seamanship & Fancy Knotwork with Susan Manning.

JULY 27-31, 8a.m.-5p.m. Full Hull Modeling with Bruce McKenzie.

AUGUST 3-7, 8-12a.m. Traditional Decorative Marine Carving for Beginners with Jay Hanna.

AUGUST 3-7, 1-5p.m. Pattern-making with Richard Rensen.

AUGUST 3-7, 1-5p.m. Coasting with Roger Taylor.

These courses are for paying clients. Information from the Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

WOODEN BOAT SCHOOL

Classes go on through August at Wooden Boat School in Brooklin, ME, as follows:

AUGUST 2-8. Marine photography with Kip Brundage.

AUGUST 2-8. Small Craft Seamanship with Alan Serman.

AUGUST 2-15. Repair & Restoration of Classic Runabouts with Don Benjamin.

AUGUST 2-15. Building a Traditional Friendship Sloop with Gordon Swift.

AUGUST 9-15. Sailmaking with Robin Lincoln.

AUGUST 9-15. Small Craft Seamanship with Alan Serman.

AUGUST 9-15. Cruising Boat Seamanship on SOJOURNER TRUTH with Candace Martin.

AUGUST 16-22. Art of Oar, Paddle & Spar Making with Lou McIntosh.

AUGUST 16-22. Build Your Own DK-14 Kayak with Dennis Davis.

AUGUST 16-22. Building the Nutshell Pram Kit with Rich Hilsinger.

AUGUST 16-22. Celestial Navigation with Carl Chase.

AUGUST 23-29. Wooden Boat Engineering with Ed McClave.

AUGUST 23-29. The Craft of Sail in JENNY IVES with Alan Serman.

AUGUST 23-29. Celestial Navigation II with Bill Wasson.

AUGUST 23-SEPTEMBER 5. Beginning Boatbuilding with Eric Dow.

AUGUST 23-SEPTEMBER 5. The Lines & Shapes of Boats with Dave Dillion.

AUGUST 30-SEPTEMBER 5. Arts of Boatbuilding with Will Ansel.

AUGUST 30-SEPTEMBER 5. Rigging with Brion Toss.

AUGUST 30-SEPTEMBER 5. Cruising Boat Seamanship in SOJOURNER TRUTH with Candace Martin.

Wooden Boat School courses are for paying clients. Information from Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

KAYAKING

ATLANTIC COAST SEA KAYAK SYMPOSIUM

L.L. Bean hosts the sixth annual gathering of sea kayakers on August 7, 8, 9 at Maine Maritime Academy in Castine, ME. As usual, the best available sea kayak people will provide instruction and information and over two dozen firms will display kayaks and related gear. Registration is limited, for form and detailed brochure, ACSKS '87, L.L. Bean, Inc., Freeport, ME 04033, 1-800-341-4341, Ext. 2097, Mon-Fri, 7a.m.-5p.m.

BEAN SEA KAYAK LESSONS

L.L. Bean will host sea kayak lessons for anyone interested on the Royal River in Yarmouth, ME, on Saturdays, August 1st, 15th, 22nd and 29th. Fee is \$10 for a two hour session, kayak and paddle provided. You bring clothing and PFD if you have one. Entry is pre-paid, register at L.L. Bean Retail Store Camping Dept. Customer Service Register, by phone at (207) 865-4761, Ext. 2106, by mail to L.L. Bean Sea Kayak Lesson, L.L. Bean Retail Store, Freeport, ME 04033.

AQUA*VENTURES SEA KAYAKING

Sea kayak outings and events organized by Aqua*Ventures of Jamaica Plain, MA, for August are as follows:

AUGUST 1. Kayak Safety & Rescue Clinic, Hull, MA.

AUGUST 2. Marine Environment & Navigation Clinic, Hull, MA.

AUGUST 2-3. Cape Ann (MA) Cruise.

AUGUST 6. Evening lesson.

AUGUST 7-9. Sea Kayak Symposium, Castine, ME.,

AUGUST 13. Evening Lesson.

AUGUST 15-16. Boston Harbor Islands Cruise.

AUGUST 20. Evening Lesson.

AUGUST 22-23. Boston Harbor Islands Cruise.

AUGUST 27. Evening Lesson.

AUGUST 29. Narragansett Bay Cruise.

AUGUST 30. Salem Sound Cruise.

Aqua*ventures activities are for paying clients, information from Aqua*Ventures, 75 Parkton Rd., Jamaica Plain, MA 02130, (617) 524-6239.

EXPLORERS AT SEA

Sea kayak expeditions on the Maine coast are run by Explorers at Sea out of Stonington. In August they offer the following:

ONE DAY TRIPS. August 1st and 2nd out of Jonesport. August 6, 7 and 10 from Castine.

THREE DAY TRIPS. August 3-6 from Castine just prior to the Sea Kayak Symposium there.

FIVE DAY TRIPS. August 16-21, 23-28, 30-September 4 out of Stonington.

Explorers at Sea activities are for paying clients. Information from Explorers at Sea, P.O. Box 51, Stonington, ME 04681, (207) 667-3281.

NORTH ATLANTIC SEA KAYAK CENTER

The North Atlantic Sea Kayak Center in Newburyport, MA, offers a number of sea kayak outings as well as individual training courses. Their schedule of outings for August is as follows:

AUGUST 1. Great Bay, NH.

AUGUST 2. Rye Harbor, NH to Newcastle Beach, NH.

AUGUST 7-9. Sea Kayak Symposium, Castine, ME.

AUGUST 12-17. Newfoundland Expedition.

AUGUST 15. Beginner Clinic, Newburyport, MA.

AUGUST 22. Cape Ann, MA.

AUGUST 23. Thacher Island, MA.

AUGUST 29. Cape Porpoise, ME.

AUGUST 30. Biddeford Pool, ME.

North Atlantic outings are for paying clients. Information from North Atlantic Sea Kayak Center, Inc., 61-1/2 Water St., Newburyport, MA 01950, (617) 465-6989.



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NORTHWEST ADVENTURES

It's perhaps a bit late to mention a couple of far north canoe and kayak adventure expeditions, but as they are in August, someone might be interested. Ecosummer Expeditions offers a 280 mile canoe trip on the Wind River in the Yukon, running July 31st through August 14th. Ecosummer Expeditions, 1516 Duranlea St., Vancouver, BC, Canada V6H 3S4, (604) 669-7741. Blackfeather Wilderness Adventures offers a kayak trip in the ice fiords of Greenland July 30th through August 21st and a canoe trip through the canyons of the Mountain River in the Northwest Territories July 29th through August 19th. Blackfeather Wilderness Adventures, 1341 Wellington St. W., Ottawa, Ont., Canada K1Y 3B8, (613) 722-9717.

MODELS

SHIP MODEL SHOW

Thousand Islands Shipyard Museum in Clayton, NY, wraps up a full August of events with a ship model exhibition and radio controlled yacht regatta August 22-23. This is the 5th year for this opportunity to bring ship modelling before an interested public at the height of the area tourist season. To participate, contact Thousand Islands Shipyard Museum, 750 Mary St., Clayton, NY 13642, (315) 686-4104.

SHIPS IN BOTTLES SHOW

October 23rd and 24th are the dates for this showing of ship models in bottles at Building #5 of the Charlestown Navy Yard National Park in Charlestown, MA. Alex Bellinger, 35 Mystic Ave., Tewksbury, MA 01876, (617) 658-3732.

RADIO CONTROLLED MODEL YACHTING

Racing for the model yacht sailors is scheduled in August in the following locations:

AUGUST 1. Commodore Invitational (36-600), Huntington, NY, John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

AUGUST 2. Tony Lombardi Memorial (Any Boat), Providence, RI, George Greenalgh, (401) 245-7493.

AUGUST 2. Rosemary Race (50/800), Needham, MA, Al Spring, (617) 444-3330.

AUGUST 8. K. Arges Memorial (M), Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 9. Star Regatta, Springfield, MA, Ed Childs, (413) 567-3560.

AUGUST 15. Bursuch Picnic (M), Port Washington, NY, Ned Helme, (516) 883-8453.

AUGUST 16. Dog Day Regatta, Stratford, CT, Fritz Larson, (203) 966-3107.

AUGUST 22. Scale Regatta (Any Boat), Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 22-23. ACCR (10R), Port Washington, NY, Ned Helme, (516) 883-8453.

AUGUST 23. Scale Steam/Sail/Elec, Providence, RI, George Greenalgh, (401) 245-7493.

AUGUST 25-28. ACCR (36/600), Port Washington, NY, Ned Helme, (516) 883-8453.

AUGUST 29-30. ACCR (M), Port Washington, NY, Ned Helme, (516) 883-8453.

EVERY TUESDAY EVENING. Rosemary Lake, Needham, MA, Al Spring, (617) 444-3330.

ROWING

BLACKBURN CHALLENGE

On August 29th and 30th the Cape Ann Rowing Club will run its first Blackburn Challenge, a 26 mile race for oar and paddle powered craft around Cape Ann (Gloucester and Rockport, MA). An overnight stop on Thacher's Island with a club party is included. Information from Dan Leahy, (617) 283-1420.

COMMUNITY ROWING

Community Rowing offers public access to rowing on Boston's Charles River through membership in their non-profit organization, using club shells with instruction as desired. Session III begins August 3rd and runs through August 29th. Information from Community Rowing, P.O. Box 2604, Cambridge, MA 02238.

HEAD OF THE THAMES

The Chelsea Rowing Club of Norwich, CT, hosts this sliding seat rowing race on September 20th on the Thames River at Norwich with opportunity for recreational rowing shells to participate as well as competition racing shells. Details at (203) 822-8269 days, (203) 886-1867 eves.

JUNIPER ISLAND RACE

John Freeman of Burlington, VT, proprietor of the Small Boat Exchange in that city, will host his Second Annual Juniper Island Race for oar and paddle powered boats on August 1st. John Freeman, Small Boat Exchange, 31 Main St., Burlington, VT 05401, (802) 864-5437.

KITTERY SEASIDE FESTIVAL

On August 8th, Kittery, ME, hosts its Seaside Festival and the Seavey Island Rowing Club runs a 2.6 mile rowing race for traditional pulling boats as part of the day's activities. Oar on gunwale boats only, no shells, no kayaks, etc. Information from Geoffrey Marshall, 9 Garrison Dr., Eliot, ME 03903, (207) 439-0611.

MERRIMACK RIVER RACES

The Greater Newburyport (MA) Chamber of Commerce will now be hosting two races on the Merrimack River in Newburyport September 6th and 7th as part of the Harborfest Weekend. On the 6th the Fifth Annual Mighty Merrimack Rowing Race, and on the 7th the Race to the Sea. The Mighty Merrimack Race is at (617) 462-8681, the Race to the Sea at (617) 462-6680.

ROW AROUND HULL

August 1st is the date for Ed McCabe's annual Row Around Hull race, this year a full ten mile course that circumnavigates Hull from bay to ocean side (all except that narrow peninsula neck). Information, Ed McCabe, (617) 925-4826.

ALDEN OCEAN SHELL ASSOCIATION

Two events for Alden Ocean shell owners are planned for August:

AUGUST 15-16. Fourth Annual Martin Oarmaster Fitness Regatta, 1,200 meters, 2 mile cruise, 6 mile race on Schroon Lake, NY. P.O. Smith, RD #1, Box 65, North Creek, NY 12853.

AUGUST 16. Fifth Annual New Meadows Cruise, 6.5 mile cruise from Brunswick, ME on New Meadows River. John Chandler, Jr., 6 Brookmere Way, Brunswick, ME 04011.

SAILING

NOANK WOODEN BOAT EVENTS

Two events are planned for August by the Noank Wooden Boat Association. On the 8th and 9th there'll be a Fisher's Island Race/Cruise, and on the 22nd the "Day of Truth" race will run from Mystic Seaport. Information from Jim Cassidy at (203) 536-6908.

CLASSIC BOAT REGATTA & NAUTICAL FLEA MARKET

Yes, this is a real combination scheduled for August 1st at 9 a.m. at the East Hampton Historical Society Boat Shop, 42 Gann Rd., East Hampton, NY. The flea market is self-explanatory, the regatta will be a three mile event in the harbor. East Hampton Historical Society, (516) 324-6850 days; D. O'Connor, (516) 324-5356 eves.

SHOWS

THOUSAND ISLANDS ANTIQUE BOAT SHOW

The nation's oldest antique boat show, the 23rd, is scheduled this year for August 1st and 2nd at the Shipyard Museum in Clayton, NY, at the St. Lawrence River's Thousand Islands area. Over 150 boats, sail, oar, paddle and power,

are on display, the larger craft in the water. Thousand Islands Shipyard Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

NORWALK OYSTER FESTIVAL

The Norwalk, CT, Oyster Festival is a major annual waterfront celebration. This year it will include an expanded small boat show with 45 exhibitors displaying over 100 boats on land. It is co-sponsored by SMALL BOAT JOURNAL magazine. The dates are September 11th-13th, the place is Norwalk, CT. Admission is \$2. Information from Norwalk Seaport Association Oyster Festival, (203) 838-9444.

WOODEN BOAT SHOW

The Wooden Boat Show's August 27th through 30th at the Newport Yachting Center. In response to the apparent decline in participation by wooden boat builders, the Show has made some changes in arrangements to make exhibiting more affordable and attractive to the smaller boat-builders. It's really all we have for the wooden boat trade to have their own days in the sun and deserves support from anyone serious about making wooden boatbuilding a livelihood. If you haven't received the advance information packet, ask for one from Abby Murphy, Newport Yachting Center, P.O. Box 549, Newport, RI 02840, (401) 846-1600.

SOUTH STREET SEAPORT SUMMARY

South Street Seaport in New York City offers a variety of summer attractions for old ship buffs. A summary list is as follows:

Hudson River Images, photo exhibit of past and present.

The Great Liner, the great days of the luxury liner trade.

Great Norwegian Explorers, just that.

PEKING, the Men Who Sailed Her, photo display on the great steel barque herself.

Organized tours daily highlight the Museum overall, the WAVE-TREE restoration project, the unrestored part of the area and the Fulton Fish Market.

Daily shipboard activities include flag and sail raisings, deck duties, knotwork, scrimshandering, and sea chantys.

Details from South Street Seaport, 207 Front st., New York, NY 10038, (212) 669-9400.

MISC. EVENTS

CONNECTICUT RIVER OAR & PADDLE CLUB

August events for this group include the fourth Selden Island Weekend Cruise on the 14th-16th and participation in the Lyme Street Fair on a date to be announced. Information from Seth Persson Boatyard, (203) 388-2343.

CHEWONKI IN AUGUST

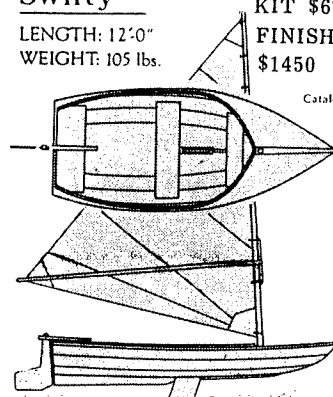
The Chewonki Foundation of Wiscasset, ME, offers several boat outings in August for families and individuals. August 15th-22nd will include a sailing/rowing trip, a coastal canoeing trip, a sea kayaking trip and a canoe trip on the St. Croix River. August 14th-23rd will feature a trip down the Allagash Waterway by canoe. Information from the Chewonki Foundation, Wiscasset, ME 04578, (207) 882-7323.

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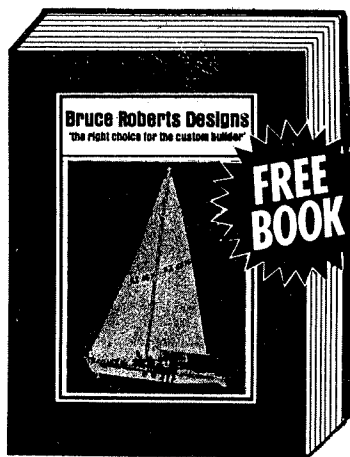
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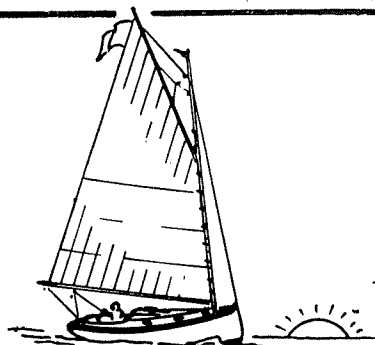
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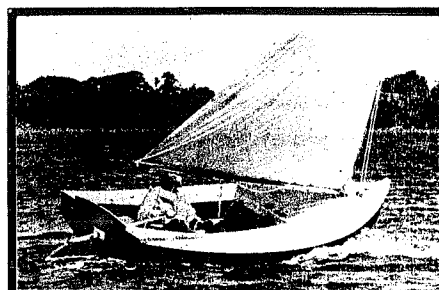
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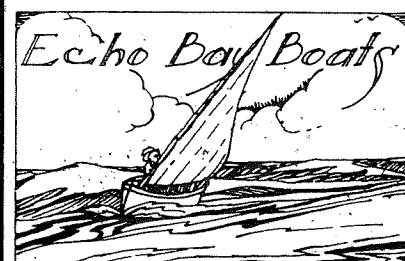
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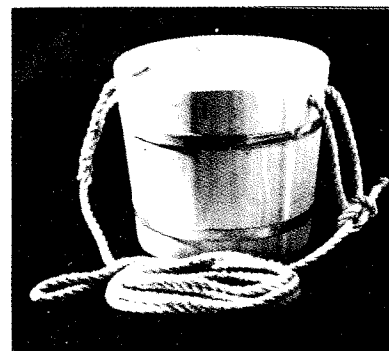
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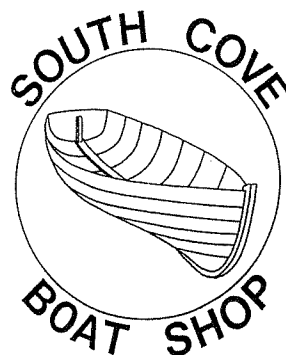


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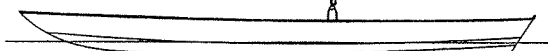


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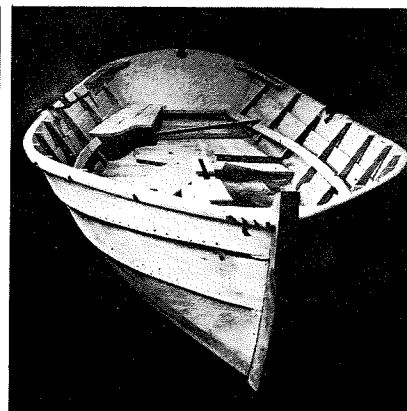
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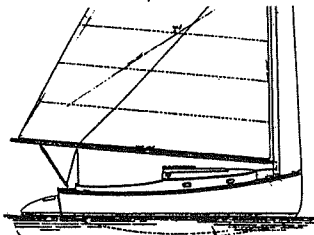
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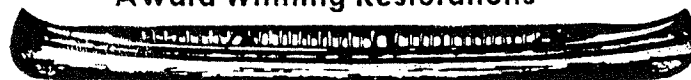


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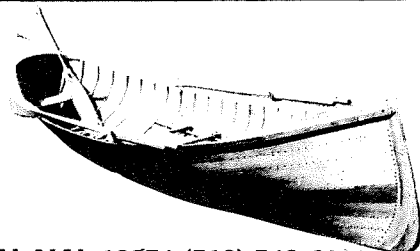
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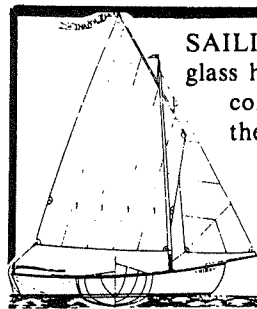
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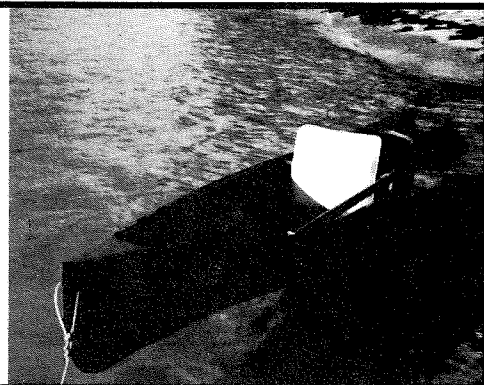
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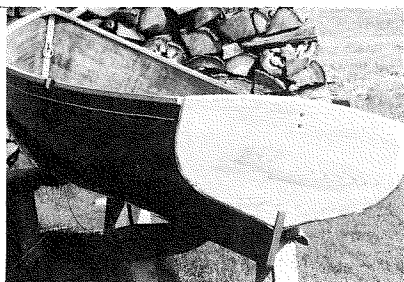


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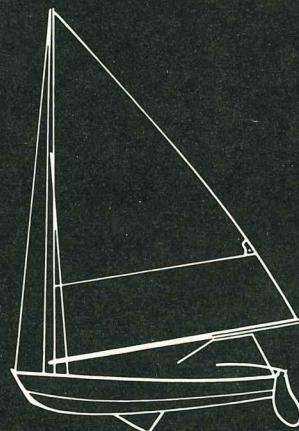


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